AUSTRALASIAN MODEL RAILROAD MAGAZINE

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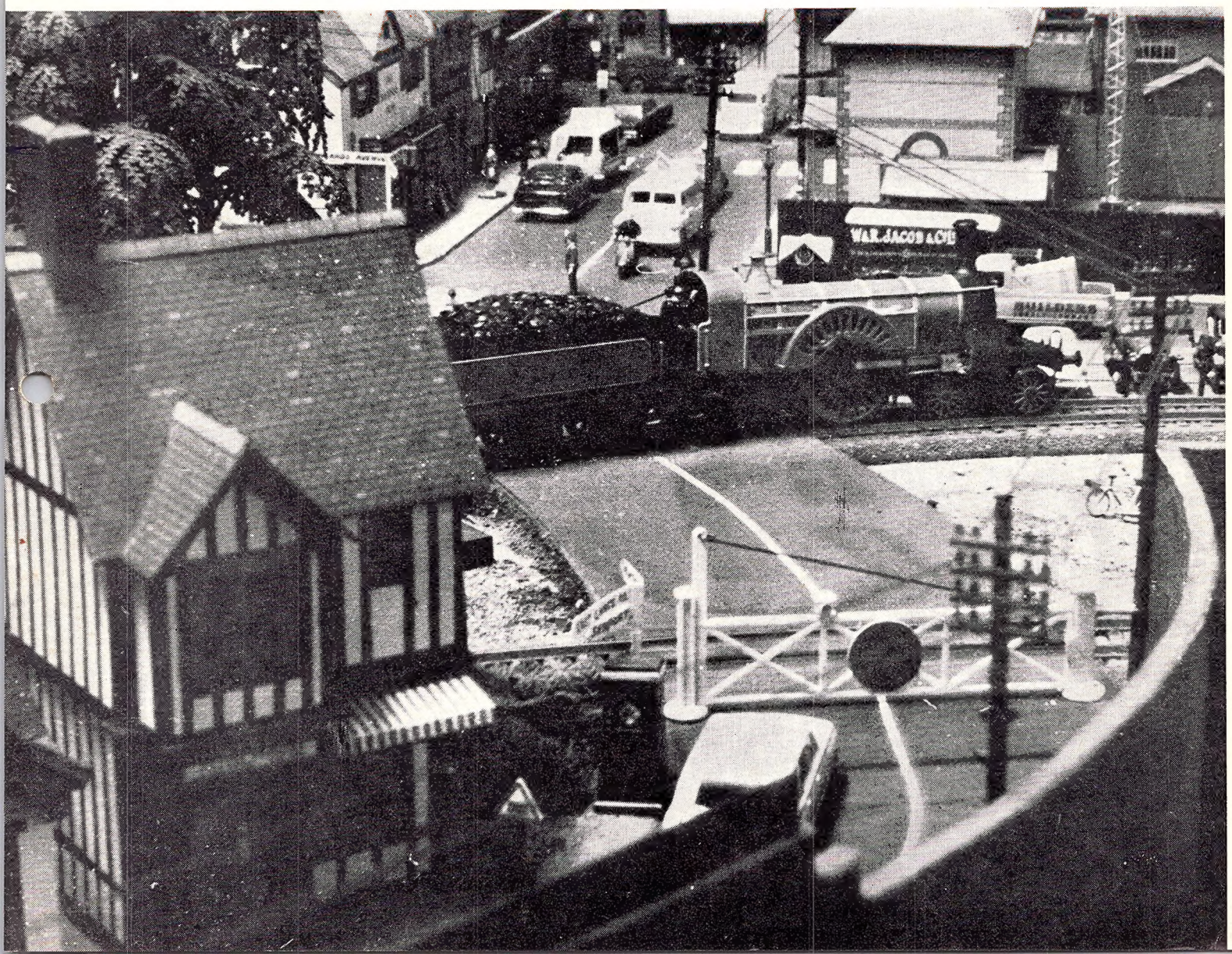
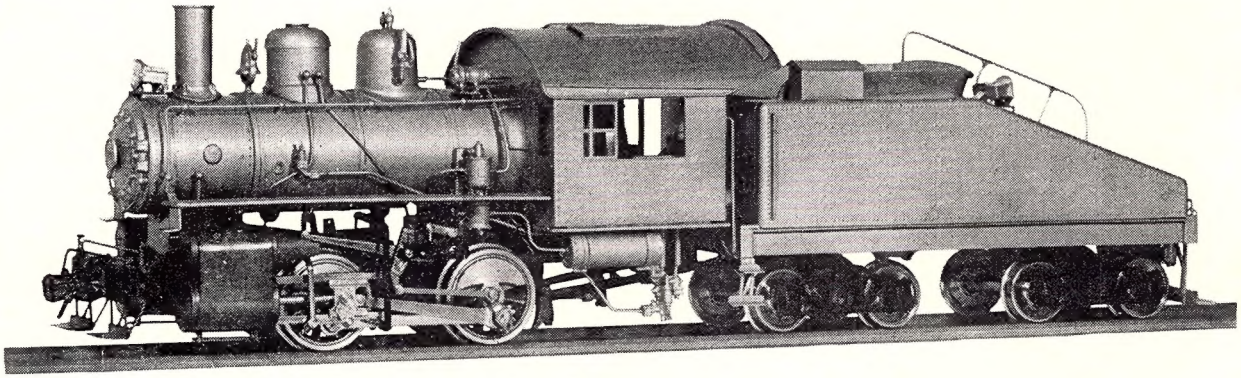
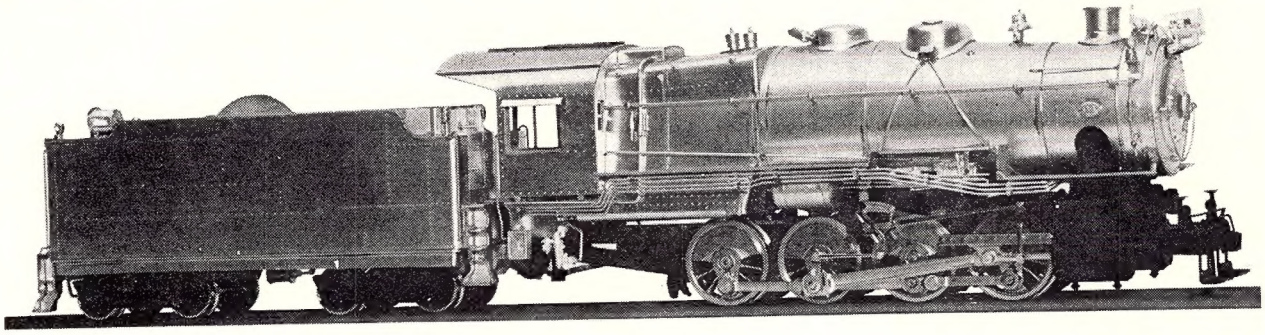


FOR 'O' GAUGERS — TWO NEW SWITCHERS BY K.T.M.....



B. & O. 'C-16a' 0-4-0 SWITCHER & TENDER **$129.00**

Of all-brass manufacture, utilising heavy cast frames, these switchers come with pre-blackened frames, cylinders, tender trucks, pilot and pilot deck. Rectifier controlled head and back-up lights. Sprung frames and a wealth of lost wax castings.



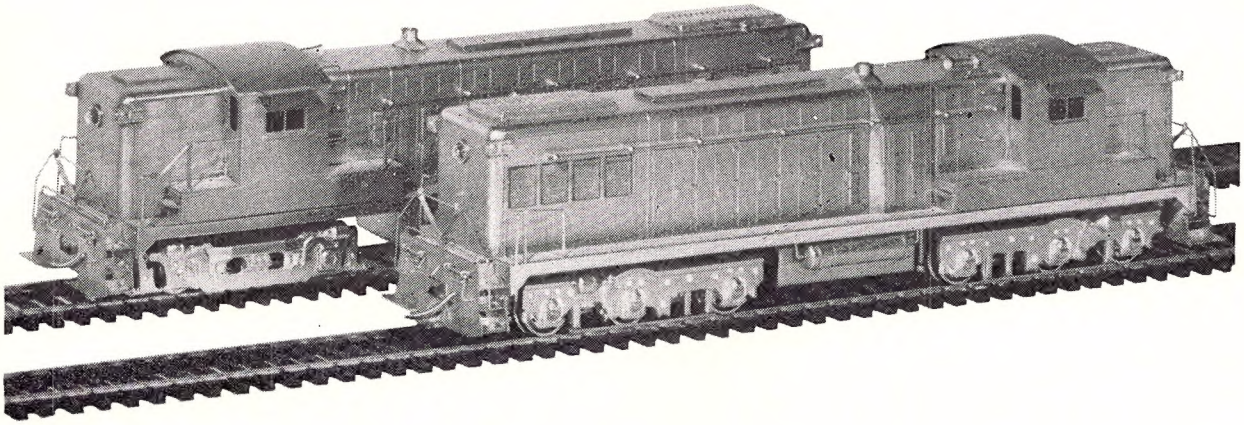
P.R.R. 'C-1' 0-8-0 SWITCHER & TENDER **$246.00**

Other News from "THE DOCKYARD".....

By the time these notes appear in print, Katsumi will have delivered the HO Balboa EMD 'E-8' 'A' and 'B' Units, in P.R.R. herald. The 'A' Units (powered on all axles) are priced @ $65.00 ea. and the Non-powered 'B' Units @ $29.55 ea. Already available are stocks in G.N. 'Empire Builder', S.P. 'Daylight', N.Y.C., U.P. and Santa Fe heralds. This shipment will also include the Westside P.R.R. 4-4-6-4 'Q2' Loco. & Tender @ $172.88 .... From Kumata come three fine new brass Diesels: The Alco DL-721 Low Nose Locomotive @ $52.00, the Alco C-643 Diesel Hydraulic @ $62.90 and the FM H-12-44 Diesel @ $50.00. Also included is a welcome re-run of Suydam's P.E. 1624 Steeple Cab Electric Locomotive @ $47.60. Additional traction models soon to come will be the P.E. 414 Class Niles-California Car @ $41.50 and the P.E. 1300 Class Arch Windowed Combine at the same price .... Trolley cars slated for production in the June/July/August period include: Brooklyn & Queens 8000 Series @ $49.30 and Los Angeles Railways H-1, H-2, H-3, K and L Class Cars @ $51.00 ea. To be followed in the September/October period by L.A. Rys. C, CE, F and F-4 Class Cars @ $51.00 ea. At the same time or after, the following Pacific Electric Cars: 1100 Class Commuter Coach, 1252 Class "Portland" Coach, 1372 Class "Portland" Combine and 5000 Class Double End PCC Car .... Latest arrival in the fine-quality Northwest Short Line range is the Weyerhaeuser 2-6-6-2T Logging Loco. with removable spark arrestor @ $102.00 ea. Next to come will be the D. & I.R. 'N-2' 2-8-2 with Vanderbilt type Tender and the N. & W. 'E2a' Pacific .... From Tenshodo, the long-promised G.N. 'M-2' Class 2-6-8-0 Locomotive is scheduled to arrive about the middle of the year. Price will be $210.55 ea. .... Although badly delayed in production, the next models expected from Olympia are the B. & M. 'R1-D' Class 4-8-2 with long-distance 'Centipede' type Tender and a further re-run of the popular Pennsy. 2-8-0 'H10s' Loco. & Tender. Both models will be supplied painted; the former @ $168.95 and the latter @ $88.00 .... Three new kits are expected in the 'HELJAN' range about the end of June. B 124 HO Container Transfer Crane, B 665 N Container Transfer Crane and B 674 N Cold Store. 'HELJAN' are makers of some of the finest plastic structure kits in both HO and N scales. Check with your nearest stockist for details of the full range .... First stocks of the HO/HOn3 Dual Gauge Points are now to hand. For illustrations and price details, see our ad. in your July/August, 1969, copy.

INTRODUCING THREE NEW DIESELS

— IN HO SCALE.....

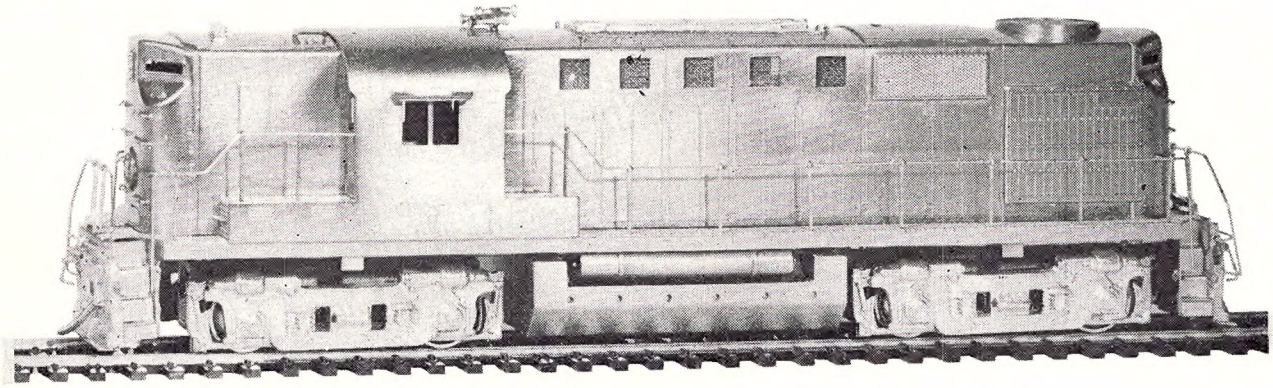


BALDWIN 'AS-16' DIESEL LOCO (w/4 wheel trucks) **$51.50**

BALDWIN 'AS-616' DIESEL LOCO (w/6 wheel trucks) **$50.00**

These locomotives are equipped with enclosed, axle hung gear boxes, connected by universal couplings and powered by heavy five-pole motors driving through double reduction gears. Super-structures of matching quality come with double-etched finish. All running plate is chequer-surfaced and radiator and regulator openings are fitted with fine mesh screens. Lost wax castings are standard and locomotives come with honed, lacquered finish.

ALCO 'DL-701' HIGH NOSE DIESEL LOCO **$52.00**



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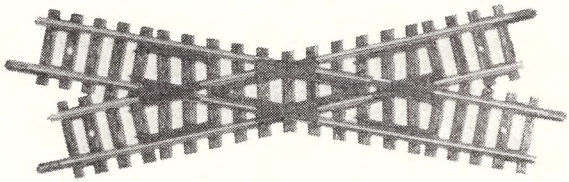
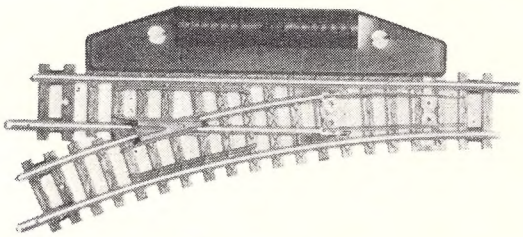
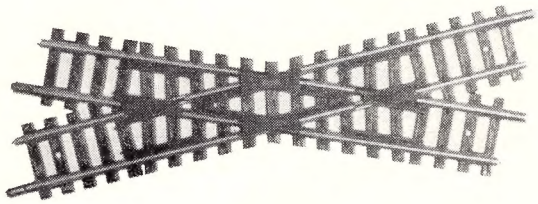
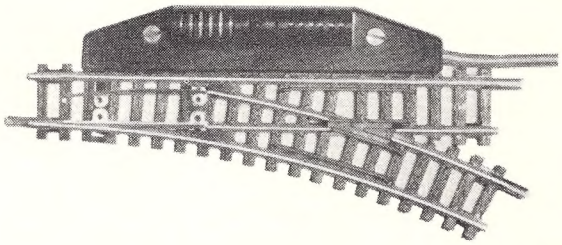
For N Gaugers—
Nickel Silver Flex Track, Points & Crossings
by 'Minitrains'...





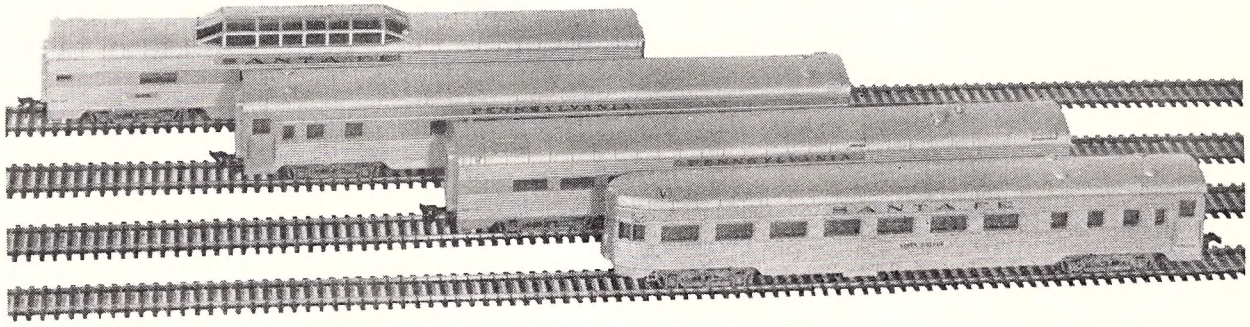




FLEXIBLE TRACK, per 30in. length	**70c ea.**
ELECTRICALLY OPERATED POINT, left or right hand	**$2.70 ea.**
MANUALLY OPERATED POINT, left or right hand	**$1.65 ea.**
DIAMOND CROSSING, left or right hand	**$1.00 ea.**
FISH PLATES, per bag of 24	**25c bag**

— SEE YOUR NEAREST 'MINITRAINS' OUTLET —

For HO Gaugers—
85' Plastic Ribbed Sided Pass. Cars by 'Con-Cor'...



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The Australasian **MODEL RAILROAD** Magazine May/June, 1970 Vol. 4. No. 9 Issue 44

The Official Journal of SCMRA in Australasia; incorporating the YARDMASTER, The Bulletin of the Sydney Model Railway Society

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ON THE COVER: A scene on Warren Miller's HO/OO gauge layout at Gymea.
Photo by J. J. Bevan.

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EDITORIAL

Since the beginning of this decade and a little before, the modeller of the Australian (especially N.S.W.R.) scene has been slowly presented with a range of acceptable models for his use. These have ranged from wooden flat cars, through plastic and metal castings to brass locos.
News now reaches us of planned new releases from express trains to four-wheel wagons and steam locos to structures. These will be offered in materials such as injection moulded plastics and die-cast metals. At the same time, new steam outline locos can be expected, both from present and new importers. Indeed, the loco and rolling stock picture is bright:
but what of other things?
Since I personally commenced to model the local scene my entire energies have been directed to the construction or modification of locos and rolling stock. Now I, and most of the other modellers of local prototype with whom I am acquainted, find ourselves looking at the rest of the modelling scene. A steam loco on a string of wheat hoppers does not look quite right passing through a model scene set in County Cork, Nuremburg or Wisconsin. It is now time for us to turn about and look at our layouts. To justify local equipment, the local scenery must also be faithfully reproduced. Unfortunately, as of yet no local manufacturer has produced any scenery items. But even if a budding manufacturer did start to produce a range of local station buildings, houses, shops, etc., a lot would be left to the individual. By utilising a mixture of overseas manufactured items, the modeller can obtain a fair cross-section of the local scene. But, to obtain a truly representative scene, many news ideas must be brought forth. A scene set on the east coast of this continent must have, literally, thousands of gum trees. How can these be made efficiently? Most mainline systems in this country have interlocked signal boxes or C.T.C. as part of their safe-working systems.
An enterprising modeller with a background in electronics or an interest in circuitry could possibly reproduce such a system. For a more realistic timetable operation, why not install special lighting to simulate sunrise, mid-day, sunset, night? This would add greatly to the effect, for the sleeping car train would, in fact, run at night, while the air-conditioned day train would only run during daylight hours.
The list of ideas is endless.
Local and overseas manufacturers are relieving the modeller of the chore of producing our rolling stock. Now at last new ideas, dormant for so long, can come forth. I will be glad to hear from anyone who formulates ideas on producing anything from gum trees to automatic staff exchangers in "N" gauge. We, in this country, are now approaching the position of our compatriots in Britain, North America and the Continent. There is now no reason why this country cannot produce more layouts of the standard achieved overseas. The old excuse of having to build all the mobile equipment is now like a leaky tender—it no longer holds water.

REVIEWS

AUSTRALIAN LIVERY PAINTS. Produced by Friedmont Models. Supplied by Mini Models, Parramatta. Available from selected hobby shops. Price: 49c.

This manufacturer has announced a range of Australian colours for models. The paint comes in 4 oz tins and is a glossy paint which produces a 'new' appearance on the painted model. Weathering can be applied to the model by talcum powder which will remove the glossy finish and leave a matt finish. Other forms of weathering can be applied in the normal fashion.

This paint is currently available in NSWR black, NSWR Indian Red and NSWR Dark blue. The sample tested was black and was tried on Plastic, brass and cast metal and took to all surfaces without fuss. This paint could answer many problems facing modellers endeavouring to obtain a prototype appearance on their models and it is hoped that the range will be extended to include common colours from other states.

J.G.B.

NSWR PV EXPLOSIVE VAN. Produced by Protype Model Products. Supplied by manufacturer. Available from leading hobby shops. Price: $3.95.

This 4-wheel explosive van is a reasonable reproduction of the original. The length and width are correct although the height is slightly under the correct measurement. The 57 members of this class, in service with the NSWR make an attractive model as they are a small car, although most were built during the 1950's and they contain an interesting side design consisting of two single and one double door on both sides. This detail has been well reproduced on the model.

The kit is of cast metal construction and comes with the standard instruction and catalogue sheet of this manufacturer which gives only slight particular details of the construction and painting of this model. This is not a big drawback with this kit as it is self-explanatory and was easy to construct taking only approximately one hour to complete to the running stage, with very little filing and cleaning of the casting being required. Wheels and dummy couplers are included with the kit..

J.G.B.

CHARTPAK. Supplied by Tracey Agencies, 27 Majors Bay Rd., Concord, N.S.W. 2137. Available from Tracey Agencies. Trade supplied as well.

Chartpak is as it describes itself—a pack of material suitable for preparing charts. This material is of a film type, having finishes of gloss, crepe (more of this later), transparent and some types flat, which have a pressure sensitive backing thus allowing the strips to be applied with finger pressure to practically any material. Packaging is in the form of a plastic dispenser similar to a Durex Tape unit so that the material always remains protected.

The application to the model railway field takes the form of lining out locomotives and rolling stock after the finished paint job.

The packs are available in widths of 1/64", 1/32", 1/16", 1/8" and upwards, however, the above sizes are the ones suitable for lining of railway models.

Colours are too many to list; however, a note to the distributors will get you a colour chart back quickly, but suffice to say that Red, Black and Yellow, the main colours required are available. The Yellow is of a colour used by the NSWR at present and would require matching with paint; however, we believe that a local manufacturer is to release to matching colour soon so this should allow complete matching without difficulty. The Crepe type Pak allows the material to be bent around curves to at least ⅛" r. sometimes less with patience, on a flat surface, similar to a compass curve.

Prices do range in relation to the sizes you would need; however, for the sizes listed above it is $1.20 PER PACK which contains 624" of tape. The Matt finish tapes are a little dearer. Our testing has shown that these tapes, when applied, are movable which is a good thing for lining up straight but provided you burnish the tape in position and then leave for 24 hours to set they stay straight and set in place. A coat of matt or gloss spray over the finished lining would set them forever. We have recently lined out a 45 class Diesel and a 32 Class Loco and the results have to be seen to be believed. I have yet to see anyone do as good a lining job with a brush or a ruling pen.

Summary. A great aid to the average modeller with lining problems, particularly those of us who have all thumbs when it comes to lining a finished model and we are sure, once you have tried this product, the final finish to your model will amaze you.

If you decide to inquire about Chartpak from the agents would you please mention that you read about it in this issue of the magazine.

J.P.P.

Triang Big Big Train Wye Point, O Scale. Supplied by Fantastic Hobbies, Sydney.

This is the only point in the Triang series for the Big Big Train, but it is quite small, robust and well dimensioned. It is cast in a red plastic resistant to sunlight. It could be easily painted, preferably in a latex base paint for a more prototypical look, but it would be a boon to the garden operator and the carpet railway set. Priced at $0.95 each.

Dimensions:

Gauge: 1.270".
Guardrail flangeway width: 0.098".
Rail height: 0.226".
Frog flangeway width: 0.127".
Track radius: 3'0" each way.
Sleepers 0.125" x 0.286" x 2.510" at 0.775" spacing.

R.J.T.

W.A.G.R. WVX CLASS KIT, HO SCALE. Produced by Friedmont Models. Supplied by Mini Models, Parramatta. Price: $3.15.

I was pleased to receive a kit to review which represented a bogie exchange vehicle of the W.A.G.R. Standard Gauge system. This kit was produced from a plan published in this magazine, page 31, July/August 1969, and I recommend to any person building this kit to secure a copy of this plan.

The kit is produced in cast plastic. My kit came in a small box which contained two instruction sheets, two plastic sides, two plastic ends, a balsa floor, a wood roof, and two strips of balsa. I found that the instruction sheets are written for the entire range of models, not for this model in particular. This made the instructions hard to follow and I had to carefully read them to make sense. The instructions did not include any information about details, you will need to refer to the

plan I mentioned earlier to finish this model.

This kit was in my opinion well made for the method of construction. The plastic sides and ends were sharp castings without much flash. The floor and roof needed cutting to the correct length. Cementing the model together was not difficult, if you use one of the cements suggested by the manufacturer you should not have any trouble.

Bogies were not supplied in this kit; this is no disadvantage as the Athearn 'Symington' type is quite correct. You may have trouble mounting the bogies on the soft balsa floor; I feel that a harder floor and mounting screws could have been supplied.

Comparing the model against the plan I discovered that the model when assembled is about a foot too wide. Other errors are, the ends do not curve around to the sides like they should, the doors are wrongly located, and the roof lacks any detail. I should explain that on the prototype WVX the doors are located directly opposite each other not diagonally. This mistake flows from the manufacturer using one mould for both sides; this error would not be noticeable on an operating model.

Despite my comments above I think that this is a good kit and will help to fill a gap in the range of local models available. The minor faults could be eliminated and now is the time for local manufacturers to start improving their products from the hitherto crude products until a stage is reached where models we can be proud of can be produced.

J.J.B.

TRI-ANG HORNBY OO/HO SCALE LINER TRAIN CAR with 30ft. ISO Containers or three 20ft. Liner Containers. Price: $3.25.

This OO scale 65' car is an accurate model of British Rails container car and also, if a deck of sheet card is added, of Autralia's standard container car, the OCX (NSWR) or FQX (VR). The 20' containers are not shipping containers, but are very similar to NSWR's BCX and Victorian Railways STX The containers scale 34'-0" long x 9'-0" square. This is reasonably close to the 37'-0" x 8'-2½" wide x 8'-6" high, railtainer units and could be disguised as these quite easily.

The car is plastic except for the axles and couplers. The flat car is very flexible. It would improve this strength if the containers were glued on with styrene cement. The detail is good, the car lends itself to super-detailing and if slightly modified the containers could produce many different types to give variety to a block train.

As delivered the car negotiated 15" radius curves at high speed and operated through Tri-ang, Peco, Sentinel and Formaway points with ease. With the body mounted couplers it would be reduced to around 24" radius curves or better.

All in all, a good buy for the modern operator, especially with an eye for the local scene. Scale track operators note that SCMRA (NMRA) wheels have the same length as Tri-ang so that conversions are simple and quick.

R.J.T.

DEADLINE

NEXT ISSUE CLOSES

JULY 15

IMPORTANT

Readers are requested to note the new address for SCR Publications. It is:

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Mini-Models announce the **'LCH'** 4-wheel coal hopper in plastic only. **$2.35**

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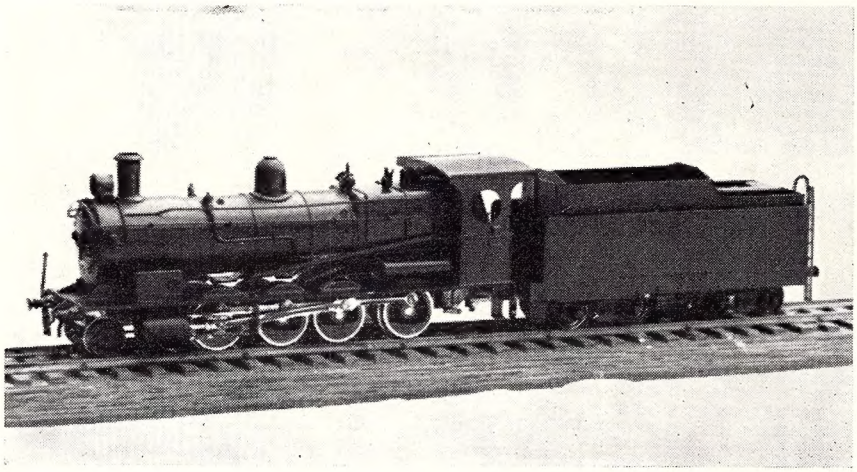


The N.S.W.R. "D50 class goods loco"

The loco is a brass model from the same shops that produced the C32 earlier this year. Each and every detail on the model is an excellent reproduction of the original. The D50 served the N.S.W.R. for over 50 years. Let our model serve you well, too! Available with your choice of two tenders ..... **$69.50** (extra tender $17.00)

NEW ZEALAND CONFERENCE

By KEVIN RYAN

Easter 1970 was the time, Christchurch the place, for the New Zealand Association of Model Railway Clubs 3rd National Convention, thus the bait was set for a New Zealand "Holiday" for two members of the Illawarra Model Railway Club, Kevin Ryan and Graham Ball.

"We started out in New Zealand as "normal" tourists, but of course we used every available opportunity to photograph and familiarise ourselves with the prototypes of the models we expected to see at the Convention. Time, so evasive in most human endeavours, was exceptionally scarce on this occasion, so it was not until we had travelled the length of the North Island and arrived in Wellington that we had our first chance to partake of a "Hobby Shop Crawl". "Lamphouse" showed us a rather small range of "Marklin" which almost covered their entire supply, but, surprisingly enough, a wide range of "Preiser" figures, a rarity in Australia, were readily obtainable. Of course there was a reasonable range of N.Z. manufactured parts for the scratch builder. Just around the corner we found "Modelcrafts & Hobbies" where the Railway Modeller's lot appeared just a little worse, but, in the accessories line we spotted the N.Z. made "Fun HO" cars, whose range includes no less than four versions of "Holden" in HO scale.

Our next visit of Modellers' interest was to Queenstown's "Trainarama", where one of, if not the largest collection of "Marklin" equipment on permanent commercial display in Australasia was witnessed. Laid out in typically European style, the layout has everything to interest modellers and public alike. Anyway, we had to move on and so we must here.

In Dunedin the most plentiful items available at "Radio and Hobbies" were know-how and help in finding the local modellers. Once found (and this can be a problem when you don't know a soul in the city) their hospitality was almost embarrassing. Luck was our way when a modeller who was on holiday walked into the shop as we were discussing the ills of New Zealand's Model Import supplies with the proprietor. We were introduced, bundled into a car and taken to the clubrooms of the Model Engineers where we made a most enjoyable inspection of the facilities. Housed in a brick building of very attractive appearance was a small meeting room, an auditorium or large meeting room, a well-equipped workshop, slotcar track and an HO/OO scale Railway. The rest of their land sports a multi-gauge live-steamers track, a model boat pond and a captive racing car track. Our shed made of 2nd hand bricks in the back yard will never seem the same again. That night a few more of the Club's Model Rails were introduced to us, and of course we had a good Modellers' yarn, before being taken home by another member so he could show us over his private layout, which he has under construction.

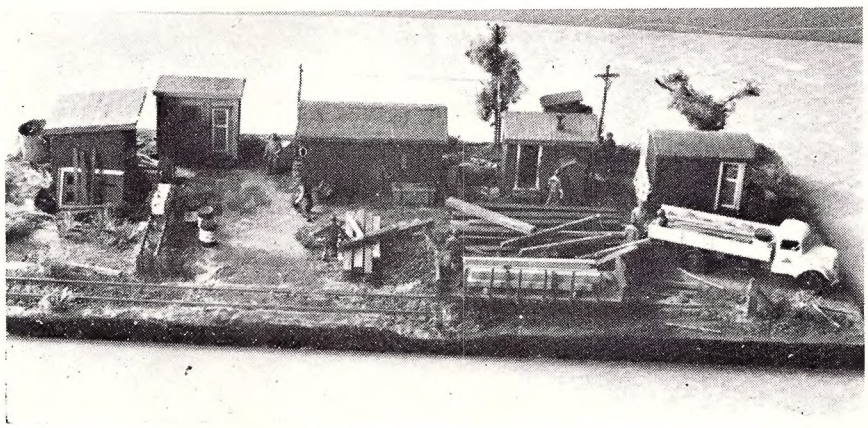
Time was again our enemy but this time it was the Christchurch convention which called. On arrival at our hotel we had another search on our hands. Our last minute instructions, which included the Convention venue, had not arrived when we left Sydney, surface mail having proved just a little too slow. A phone call and a bit of help from the hotel receptionist soon put us right, and another band of hardworking New Zealand modellers made us very welcome.

Good Friday morning was registration time, and a time for meeting some other convention visitors. For the statistically minded, 141 persons were registered. Approximately 110 of these came from out of town, the convention committee having booked 86 persons in two hotels and three Motels, quite a job so far, but a week-end of Model Railroader's entertainment was yet to come.

1.15 p m. the program said, and, not withstanding the fact that the intended speaker was delayed by an Aircraft cancellation, it was only about 1.25 p.m. when the opening speech was under way, then, by 1.35 p.m. two bus loads and innumerable car loads of conventioners were on their way to the Ferrymead Museum. Here we were treated to a ride on an electric tram of a type once used in Christchurch and rides were available on a steam tram with a double deck trailer, as well as a live steam 12" gauge tank loco and train for the kids(?). The party inspected the depot over a cup of tea prior to returning to the convention centre by about 4.30 p.m.

After the evening meal (which was available at the Convention Centre) we were treated to a Tape-Slide Clinic competition, with one catch, the audience were the judges, a suitable judges form having been included with the printed matter supplied. I for one, have left the convention determined to have another go at Styrene Car Construction (I'm only awaiting supplies of .005 sheet!) The turntable clinic has got me thinking, but I am not quite sure I could succeed in such a fine piece of construction.

Saturday brought forth our busiest convention day with 10 layouts to visit. By 8.30 a great fleet of cars was starting to fan out to their "first" layouts, ours being the "O" scale layout of Sid Innes. Fifteen years of building has given Sid a little bit of old England, scenery and all, the high quality of which is very unusual for the large scale. Of course, like most of us, the availability of a Lionel Boiler casting gave the excuse for a little American-



Displays — this display by Norm Gaby was judged best.

ism to creep in. Of particular interest to me was the narrow gauge Talyllyn Rly loco "Dolgoch" which was running on standard HO/OO track.

A "Stirling Single" striding it out on the track of the Model Engineers was the first movement sighted on our second layout visit. Also steaming up were NZR locos K900, WE275 and AB715, the fine detail of which almost completely made up for not having seen the prototypes. As well, two 0-4-0 industrial type locos and a selection of larger English steam were made ready and proceeded to the main line before we were forced to leave for our third layout.

Peter Parker had evicted his car from its rightful home for the day so we could view the 2-rail, mainly Hornby 00 layout. This layout was a lesson in how to fit a quality layout into a severe lack of space, even though I suspect Peter chose the smallest car he could.

More of a living clinic than a layout visit was that of Bill Broomhall which was still in its naked state, showing "L" girder and spline construction of baseboard, using a white pine timber, not generally available in Australia. The sight of this construction system almost convinced me to roll up a length of "spline" to bring home but the Airlines' luggage weight limit held me down. The only scenery work so far completed by Bill are a couple of huge trestles.

My thoughts when I read "OO Gauge 3 Rail" on the program were of a Toy Train Museum, but, after 30 seconds of examining Clyde Washer's little piece of England I had all but forgotten that third rail even existed and I was deeply engrossed in the finely detailed scenery, skilfully separated into town and country areas, with trains, so obviously English, really filling the need for efficient transportation.

A late departure from the Convention Centre meant that we missed visiting Jock Annan's O Gauge American Lionel layout. It was just our luck to draw the same car as "Model Railroader" editor Linn Wescott, and his TV interview was worth a lot to the hobby.

A direct run to our layout No. 7 took us to David Wighton's old time American pike. Some very nice wooden bridges predominate on Dave's line, both trestle and truss being represented. After having just been in the fertile green of England at Clyde Washer's the more subdued yellows and browns of Dave's scenery almost made me feel I had been thrust back home, but no, that train, and then another, all came out of old America, controlled by a transistor throttle.

The living room of Brian Curtis' home was home for a portable layout called "We Huf Pullan". Brian's 15 years in the hobby have given him a remarkable skill in disguising ordinary plastic kits to make them look very realistic, and in most cases unrecognisable, except under very close scrutiny. Also in evidence on this layout is the same scratch built wooden turntable described in Friday night's Tape-Slide Clinic. All the small features were well blended to form a very attractive, but still small, logging interchange type layout, of American parentage.

Hamo trams were the mainstay of the fleet on the exclusively tramway layout built by John Bettle, but of course quite a few brass single truckers were in evidence on a siding. Of particular interest at this layout visit was a display of John's collection of Railway's Letter Stamps which have come from many countries.

I have always known Great Western fans to be fanatical about their railway and James Pearse proved no exception, displaying some really nice locomotives and rolling stock. Unfortunately James had had to move his layout which resulted in an almost complete dismantling and rebuilding on the new location, but now that he has the track down I feel sure a piece of Great Western scenery is about to be imported to keep his trains company.

Another layout under construction was to finish our day of visits. Although scenery has a long way to go Joe Reed, and a very enthusiastic son, have their system fully operational. Despite what we had expected this was the first layout to have NZR overtones, the effects being obtained with some clever doctoring of propriety equipment.

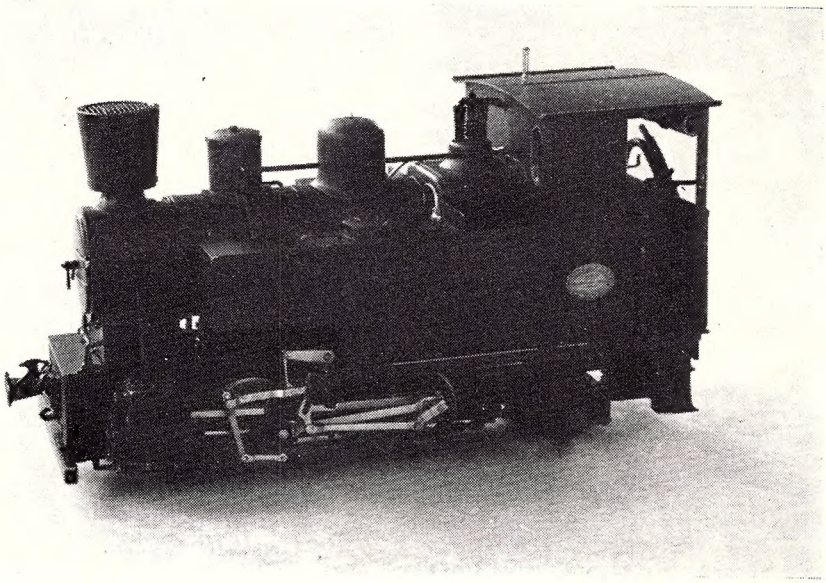
To sum up, the visits were most educational and the variety in scales, gauges, and prototypes would be hard to beat anywhere in the world.

Saturday night was to be a break from intensive study of the art of Model Railroading at the Convention Dinner, where a satisfying meal was topped off with two teams of entertainers prior to Guest Speaker, Linn Westcott's words of wisdom. They say all wives have the last say, and it was Linn's good wife, Harriott, who presented the trophies for prize-winning models to their builders.

At 9.00 a.m. Sunday the N.Z. Model Railway Guild Inc. held their Annual General Meeting followed at 11.00 a.m. by the New Zealand Association of Model Railway Clubs A.G.M. Clinics were also held on Spline and "L" girder baseboard construction, Structures from Photographs and a live performance of Styrene Car Construction.

After lunch the hall was open to invited guests who were treated to the largest display of high quality modelling I have ever seen. Only two operating layouts (Sn3½ NZR and N European) put the show out of the public spectacle class but any model railroader who did not learn something from the exhibited models must indeed be a master of the art. The exhibits were too numerous to detail here, the first prize-winners of the competitions shown in the photos being rather typical of the quality entered. I certainly did not envy the job of the judges. I must mention a question I overheard a 12-year-old girl ask of her mother while studying the interior details of the 2nd prize-winning structure, which was an S scale NZR station. "Do the toilets really flush when you pull the chain, Mummy?" Thus was the quality of the model, even to a veteran modeller.

Upstairs, the trade exhibitors were attracting plenty of attention if not making plenty of sales. I must confess that baggage weight limit kept crossing my mind as I studied such things as woodkit stockyards, trestles, tunnel mouths and other bridges. Both N.Z. brands of stripwood were in evidence, Trewscale using a huge trestle bridge as a backdrop to his stand. Possibly it



Locomotives—a 0-4-2 by Robin Sutherland took out this section.

would suffice to say that everything from track (mainly point work) on P.C. board sleepers up to photo-engraved builder's plates were available, and indeed are on sale, in New Zealand.

The evening meal over, the night was listed for films, slides and tape-slide clinics. The most memorable part of the program to me was the National Film Council's "KB Country" (prototype) and the tape-slide clinic made by American John Allen for NMRA which detailed some do's and don'ts in photography of model layouts.

If Saturday was our busiest, Monday was to be our quietest day, the only listed activity being the Convention business meeting followed by the official closing, the rest of the day being devoted to packing and clearing the Convention Centre. The most important item to come out of the "post mortem" was the venue of the next Convention, to be held in the North Island city of Hamilton from 31st March, 1972, to 3rd April, 1972. With the major population centres being on the North Island just how many registrants will Hamilton attract?

The N.Z.A.M.R.C. Convention was now behind us and our next host was to be the Railway Enthusiasts' Society, a prototype organisation who had been running their annual "Reunion" tours on the South Island over Easter. The rather sad aftermath of their week-end was taking WW 644 back to Auckland to take her place in a Museum fleet. The running of a 600 mile tour behind a 4-6-4 TANK loco with a train ferry bridging the islands was quite a job, but created a most enjoyable week's tour. Unfortunately time had us leave the party at Wellington, where we joined the NZR crack express "The Blue Streak" for its 11 hour 423 mile run to Auckland.

On arrival in Auckland (the Auckland boys knew we were coming) we were met and taken to a modellers' night out which included a visit to a very large well sceniced, and smoothly operating American Steam style layout. Some other Auckland boys took it in turns to fill the rest of our, all too short, time in their city until one saw us off at the airport.

While resting aboard our Qantas jet we started thinking up ideas for our 1972 trip to include Hamilton. If you would like to join us next time we would be very pleased to hear from you, so get to it all you prospective Conventioneering tourists and contact us via the Australasian Model Railroad Magazine."

WANTED

PHOTOGRAPHS OF INTERESTING LAYOUTS AND STORIES — TRY YOUR HAND.—Ed.

A FREELANCE WAY & WORKS VAN FROM THE JUNK BOX

by R. Wurlod

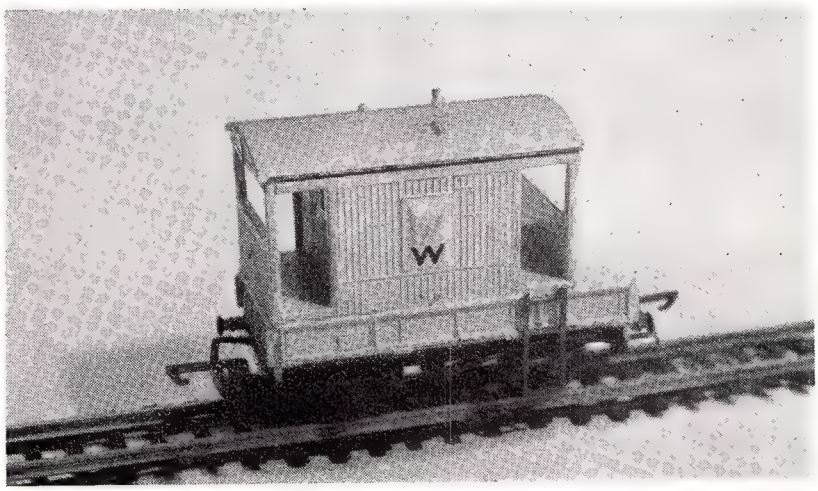


Photo: J. J. Bevan.

As has often been shown in this magazine, the junk box can be a wealthy source of ideas and useful items for the modeller. Recently, during a yearly "scrounge" through my junk box, I found some items from which I was able to make a freelance way and works wagon.

It started from two basic parts; viz., an old flat wagon, which scaled out at 21ft. over buffers, with 2ft. (scale!) sides and ends, and a British standard 20-ton brakevan with a fractured underframe which could not run. Both of these items were made by Tri-Ang. The brakevan was fastened to its body with 3 small spots of glue, which yielded to some gentle persuasion from a screwdriver, leaving the body, which scaled out at 15ft., intact. The underframe went back into the junk box. It was then that the idea of putting this body on the flat wagon struck. My first thought was to mount it centrally, but this gave two too narrow platforms, one at either end, and looked awful. Then I put it at one end which gave a 3ft. platform at the other end, and didn't look as bad.

Since the brakevan is patterned to represent planking, I decided to keep this feature, and achieved it by painting it dark brown then yellow (after the brown had dried, of course). The brown in the grooves showed through more than the brown on the planks. The rivet detail on the flat wagon showed through by itself; it was black before being painted yellow. The two were glued together, and the hollow at the other end filled with plasticene and painted yellow.

Another item from the junk box to be used was a length of HO signal ladder which was cut into lengths each of four rungs and glued onto the van to provide access to any of the three platforms. As a finishing touch, the big black "W", symbol of Way & Works on my layout, was put on the lookouts (with a felt tip marker pen) and "DO NOT LOOSE SHUNT" on the rear. A few railway-ish items from the junk box on the platform and the van was complete.

I was going to make it a crane by fitting a jib from the cabin with winch, etc., on the platform, but decided to leave the van as it was, looking like a van which had been hurriedly thrown together in the workshops (which it had) to meet some need. It now admirably fills those unavoidable gaps in the timetable, out on inspection runs. This project as it is unsuitable for most modellers, as the van is rather high; removal of the 2ft. sides on the flat wagon would remedy this; but I model in HOn3½, which is a nice way of saying TT gauge with HO clearances.

EDITOR'S COMMENT: This type of article is one of which I am sure many modellers would have had some sort of experience. Write in and let us have your own ideas or experiences — we may even start a "From the Junk Box" series! But please enclose a photograph of your project.

Change to

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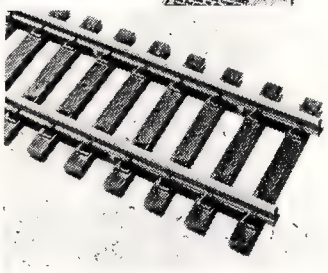

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THE FASSIFERN-TORONTO BRANCH

By Graham Horn

South of Newcastle the main railway line to Sydney skirts the marshy shores of Lake Macquarie. Sixteen miles out, the line climbs a small ridge, and passes through a small junction — Fassifern. When the line was first built the junction was a small branch from a nearby colliery. However, as a very attractive part of the lake was just a short distance away, it was not long before a wide awake land developer saw the potential the area had as a holiday resort for the coalfields district. So, in 1891, a short branch line was constructed to the lake-side.

Today the town at the end of the branch has lost its importance as a holiday resort, and has developed into a pleasant lakeside suburb of the city of Newcastle. The two mile branch is no longer privately owned, but a part of the NSWGR's Newcastle suburban system.

The branch is just a single line, with one station, Blackalls Park, between Toronto and Fassifern, and as such it would seem to have little to interest the modeller, but it is the termini which make the line so interesting.

Toronto station is situated on the side of a hill. The platform side of the station is backed by a cutting. The other side falls away almost directly to the lake. Because of the lack of space, the yard is situated beyond the station. This elongation makes the town's main street one-sided. For modellers, this means that the edge of the base-board can be regarded as the lake-shore, and a line of low relief buildings can be built along the wall. This would make a very interesting and scenic model in a long narrow space.

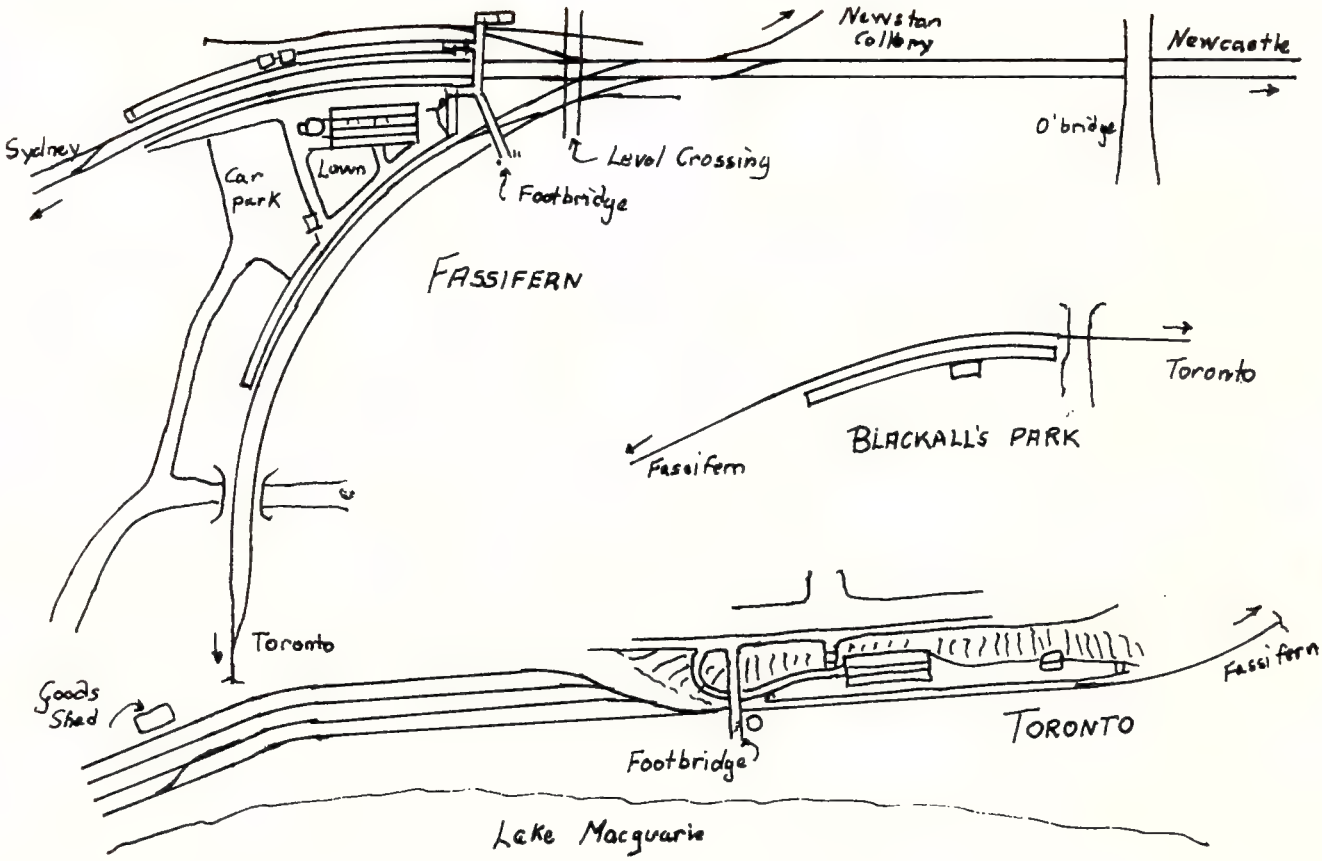
Fassifern, as can be seen in the diagram, has a most interesting layout. The station platform layout is triangular. Although the branch is single tracked, there is a passing loop through the station; the branch line platform is, however, single faced. The mainline station is a through arrangement connected by an overbridge, the end abutting on to a shallow cutting.

Traffic on the branch consists mainly of two-car diesel trains, which sometimes are run in multiple as four car units; these trains are the normal suburban shuttle. In the peak hours, though, there are still some steam hauled services, consisting of trains of end loading suburban cars and a 30 class 4-6-4 tank loco. The trains

Looking south from the overbridge at Fassifern in the general direction of Sydney. The branch to Toronto swings away to the left.

Toronto platform looking from goods yard out.

Photos and Plan: J. J. Bevan.



do run with up to eight cars, and the locos are always run boiler first on the journey to Newcastle.

The servicing of loco-hauled trains at Toronto is to a regular pattern. On arrival, the loco is watered from the water tower, which is unusual on NSWGR in that it is circular rather than the usual square type. Having watered, the loco and train continued down into the sidings where the loco runs round the train in readiness for the return journey. On occasions, the loco hauled train will wait in the sidings until a railcar has arrived and departed. The last train of the day is always loco hauled.

There is only one goods train in each direction per day on the branch. The train is hauled in by a 30 class from the sidings at Fassifern. The vehicles are left in the Toronto yard for the day; the loco off the train taking out a set of passenger cars which are stabled overnight. In the evening, the loco which hauls in the last passenger train set is used to return the empty goods wagons to Fassifern sidings, leaving the passenger cars at Toronto for the cycle to repeat itself the following morning.

Whilst the foregoing is what normally happens on the Toronto branch, it does not mean that that is all the traffic the line sees. Very often the yards at Toronto are filled with railfans and the cars of the tour trains which bring them. Then, there can be much fun for the station staff as they juggle locomotives which are nearly too long for the loco release, around trains which are loo long for the sidings.

To the station staff at Fassifern, however, the branch to Toronto is the least of their worries. The stretch of main line through Fassifern is one of the busiest in the country. There are some twenty-five passenger trains in an ordinary day; composition of these trains is extremely varied: ranging from the gleaming stainless steel sleepers of the Brisbane Limited to the vintage loading cars which are sometimes used on all station services rather than the nearly ubiquitous two car diesel sets. Pride of the line are the Newcastle Flyer-Intercity Expresses which, three times a day, race between Sydney and Newcastle. The seven air-conditioned cars of these trains are still hauled on this section of the journey by 38 class locomotives, as they have been for the last 25 years.

The range of goods trains is equally impressive, ranging from the fast interstate goods expresses with the colourful rolling stock of all the mainland systems in their consists, through the long heavy coal trains moving to the nearby power station at Wangi, and to Sydney, to the humble pick-up goods which work way up and down the line.

Fassifern has seen just about every locomotive which has ever run on the NSWGR, with the possible exception of the 57 class 4-8-2, which were too big to be worked north from Sydney. Since the advent of the diesel locomotive, many 'foreign' types have been seen passing through Fassifern hauling trains. The builders often use the line for trials, and locomotives in the liveries of such railways as the Pakistan Western, New Zealand and the Canton-Kowloon have been seen as well as those of all the Australian mainland systems.

Fassifern and its branch must surely be one of the ideal points to put down in model form. The track work is reasonably simple, and the operation spectacular.

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THE ENTREPRENEURS

JOHN PERCELL OF FRIEDMONT MODELS

This is the first of a series on local manufacturers and others who have brought the modeller the range of Australian kits which are now on the market. We, in this country, have these "entrepreneurs" to thank for the enviable position which we now find ourselves in with respect to local prototype.

Friedmont Models was born several years ago when a group of modellers on the lower Blue Mountains decided to build, in mass production, vehicles for their own use. From this humble beginning Friedmont Models was born.

The name itself has no railway significance at all, it being the name of an architectural business once mooted by Mr. Percell.

The first kit produced by the manufacturer was the NSWR brake van coded NHG/FHG. The kit was cast plastic of the type then being introduced by several other builders. The kit sold very well: over 600 being sold. From this small start the company has grown until today they sell over 2000 kits per year.

Friedmont is an Australian operation, solely owned by Mr. Percell. The company employs on a part-time basis approximately eight people, whose jobs vary from the extremely exacting job of master pattern making, to the more mundane, but never the less essential job of packaging the finished products. All the work, from initial market research to final packaging is done on the lower Blue Mountains of N.S.W.

The kit which you, the modeller, buys in the shop has had a long and sometimes turbulent birth. To explain this, I will detail the history of the company's present new release, the N.S.W./S A R 1,800 h p. cab unit by Goodwin Alco. known on those railways as the 44 and 930 classes, respectively.

The first stage in production of a new kit is the formulation of the idea. This usually occurs at a "think sink" where somebody comes up with, "Why don't we make a 44?" The idea is tossed around for a while as practicalities such as, "can it be made" and "will it sell", are discussed, sometimes actively, until after several weeks, a decision to go is made. The first stage of the actual production is the pattern making, being undertaken jointly by Mr. Percell and a local dentist (see, not all dentists are ogres). Dental Plaster is used to cast the ends while styrene is used for the rest. For Lining, chart-Pak (see review this issue) is always used until at last the patterns are ready for assembly. Yes, that is right, the patterns are assembled because the 44/930 is to be the first of the pre-assembled kits to be offered for sale. Once the patterns are finished, moulds are made, from which the final kits are poured. The pouring is done in the company's workshop located in Mr. Percell's backyard. This particular kit is poured in one piece, where as many of the earlier kits were in several pieces. Nevertheless an instruction sheet must be composed, checked, typed and duplicated. The kit is now ready for packaging. This is done by other members of the staff at other locations on the mountains. You may think that the kit is now ready for sale. but much is still to be done. Firstly, several of the locos have to be completed and made ready for display. Other kits are submitted to this magazine for an unbiased review. At the same time, material for advertisements must be prepared, photos taken and blocks made. At last the kit is on sale!

But what of the future? Friedmont Models plans to release a range of one-piece body kits. The first of this type is the 44 class loco of the NSWR, already mentioned above. This will be followed by 43 class and 422 class locos of the NSWR, while the passenger rolling stock will be provided in the form of an RUB set (Inter-Capital Express cars) and an LHO class passenger brake van both of the NSWR Freight stock will not be forgotten for the range will soon include a VLX from Victoria and a BDX from N.S.W. Both will be one piece castings. To supplement his large range of kits Mr. Percell plans to introduce a range of bogies of various NSWR prototypes, from those under the old "end loading" suburban cars to the types under the modern freight rolling stock. These will be made from Delrin plastic by injection moulding and should be on sale soon. In the line of paint, Friedmont will soon introduce a yellow to compliment the red, blue and grey/black already available.

When asked what was his ambition, Mr. Percell replied, "I intend to become the Athearn of Australia. I will take another step forward later in the year when I release my first plastic injection moulded four-wheeled wagon for the toy trade."

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YARDMASTER

BULLETIN OF THE SYDNEY MODEL RAILWAY SOCIETY

NOTES OF THE SYDNEY MODEL RAILWAY SOCIETY

Interest in meetings of the Society have revolved around the further maintenance work on the 0 gauge layout with the result that on some Monday evenings the attendance has fallen off whilst the professionals iron out the problems.

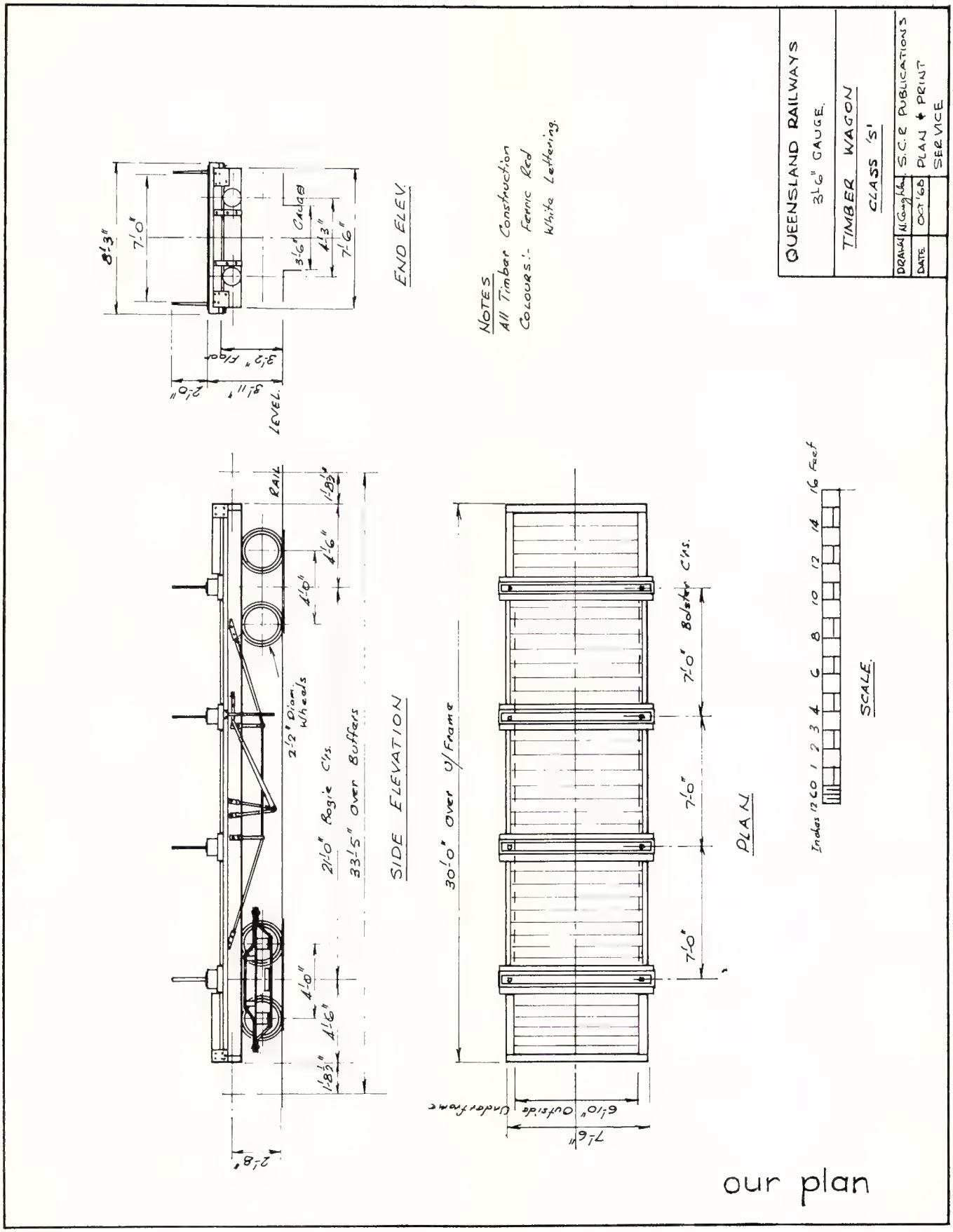
Please note: The Society's annual general meeting will be held on 20 July!

O GAUGE. Paul Simpson has had an American type diesel loco on a test run. It is a Santa Fe finished in royal blue and yellow and appropriately lettered. Charlie Weathers also has been test running his U 105 class but the motor performed unsatisfactorily and will be replaced. He also showed his Garratt underframe and his 36 class mentioned in a recent Yardmaster is now in regular service. Other new O gauge locos to appear on the layout are a VR "R" class 4-6-4, and an American type 2-8-2 painted in dark green with cream lining and a prancing horse emblem embellishing the tender.

HO GAUGE. On the HO gauge layout where operation is the main preoccupation a slow start towards timetable working has dampened interest of some, but the number of new models coming in each night for trial running and appraisal has delayed the eager beavers from getting operation off to the early start necessary for a full timetable run. In past weeks Arthur Wheatley has placed his remotored pair of Budd cars in service and the Pittman motor conversion has revitalised these flyers. Bob Gallagher's set of NSWGR old-time open end suburban cars of the FO and related codes have also brought a new look to the available rolling stock picture. Most of the longer Athearn and other coaches which members had loaned for Club operation have now been removed. Ken Smith's 58 loco sans rods looked an impressive near-complete model still in the brass, and with Bob Gallagher's 19 class and the new acquisitions in the 32 class which several members obtained from Bergs' hobbyshop will bring the aimed "all NSWGR" goal a bit closer.

Bob has weighted his new Jap. NSWGR 32 and gave it a performance test on the Society's layout amidst great interest. Ken Foran's "BOB" set of NSWGR cars were again seen running recently, four cars permanently coupled. A PHG from the John Watson shops also aroused favourable comment.

OUR PLAN . . . A Queensland Railways 'S' Class Timber Wagon. Photo courtesy of Queensland Railways, plan by Norm Coughlan.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8'-3"
7'-0"
4'-3"
7'-6"
2'-0"
3'-11"
SIDE ELEVATION
RAIL
1'-8½"
4'-6"
4'-0"
2'-2" Diam. Wheels
21'-0" Bogie C'rs.
33'-5" Over Buffers
2'-8"
PLAN
30'-0" Over U/Frame
7'-0" Bolster C'rs.
7'-0"
7'-0"
6'-10" Outside Underframe
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"CCH" Coal Hopper, 4-wheeled	□
"S" Wagon, 4-wheeled	□
"OW" Cattle Wagon, 4-wheeled	□
"GSV" Sheep Wagon, 4-wheeled	□
"TRC" Steel Refrigerator Car	□
"MHG" Brake Van	□
"SHG/BHG" Brake Van	□
"HG" Brake Van, 4-wheeled	□
"EHO" Passenger Guard's Van	□
"LBB", "LFA" Passenger Car	◆
"CPH" Rail Motor	□
30 Class 4-6-4 Tank Loco	◈
36 Class 4-6-0 Loco	□
19 Class 0-6-0 Loco	◆
38 Class 4-6-2 Loco	◆
57 Class 4-8-2 Loco	□
45 Class 1800-h.p. Diesel Loco	●
46 Class 3600-h.p. Electric Loco	□
1021 0-4-0 Box Tank	+
VR	
"Z" Brake Van, 4-wheeled	□
"QR" Gondola	★
"AV/BV" Passenger Car	★
"Na" Class 2-6-2 Tank Loco, 2ft. 6in. gauge	★
QR	
"CMIS" Refrigerator Car	★
"H" Open Wagon	★
"PJM" Drop Centre Wagon	★
"WHO" 45ft. Gondola	★
"AEC" Rail Motor	□
SAR	
"Rx" Class 4-6-0 Loco	□
"FB" Flat Car	★
"On" Ore Wagon, 3ft. 6in. gauge	★
Goods Van Composite	□
Coal Stage	★
TCR	
4-wheeled Truck and Van	★
"W" Class Diesel Hydraulic Loco	★
WAGR	
"WGX" Open Wagon	□
"WVX" Covered Van	□
"WVB" Covered Van, 4-wheeled	□
"L" Class 3000-h.p. Diesel Loco	□
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EMU BAY	
4-8-0 Loco	★
NZR	
"Vs" Insulated Meat Wagon	★
"KP" Covered Goods Van	★
"Ab" 4-6-2 Loco	★

FOR THE YOUNG MODELLER

B. A. R. Garratt

There is a firm of tractor manufacturers whose slogan is "If you think it's good enough, improve it!" For model railroaders, as far as baseboards goes, this is not so—if high enough a standard is set and you think it's good enough—leave it be. Once you have a solid, rigid baseboard, suitably stiffened and supported, leave it so.

You will certainly have a preferred trackplan in mind—or, better still, drawn to scale on a piece of paper—and now is the time to start track laying. Actually, before any track at all is laid, you should draw track centre-lines on the baseboard, as accurately as possible. A soft lead pencil, grade about B or 2B, is ideal for drawing on Pyneboard. For curves, a length of string tied just above the tapering end of the pencil, and attached to a nail or something similar (finger) held at the curve's centre gives a fairly even curve. However, it is better to have the curves transitioned; that is, having a gradual decrease in radius from straight to minimum radius, but beware of curves too sharp! This transitioning is, in fact, prototype practice. A simple method of achieving this is a variation of the string method. First, measure off the minimum radius from the centre of the pencil along the string, mark this point (with a paper clip, knot, chalk mark, etc.), then add 2 or 3 inches. Set the pencil at the end of the straight and set the nail at the end of the measured length of string. Care must be taken here to ensure that the curve is not too wide for the baseboard—check this with the string before you draw any lines. The curve drawing is easier to do if two people are involved; one holding the pencil, keeping the string taut and drawing the line, the other pulling on the string so that when the pencil is a little short of half-way round the curve, where minimum radius is desired, the string has been pulled in to the mark. It is better to come in from each side than to go right around in one movement; join the two transitioned curves with a curve of your selected minimum radius.

If you plan to use fixed radius curves, such as come in train sets, some manufacturers make track templates which you can use. Also, if you prefer, you can make yourself a "diminishing curve template" like the one featured in Jan-Feb 1969 AMRM. However, these are somewhat unwieldly for anything much bigger than TT gauge. Another problem which many people have is putting too many points where they can't go; this is best overcome by buying one each of the points you plan to use, and you have an accurate template.

Once you have drawn the track plan on the baseboard, stand back and look at it—analyse it for runing qualities and defects. Will your longest train fit in the platform or passing loop? Can 2 trains pass on the curves? (This one is hard to judge—I allow 2 inches centre-to-centre in HO gauge). Are there any running problems? In the event of a derailment, how far is it from where you will be controlled to get to the scene? These and other considerations are all important, because as your work progresses, it becomes more and more time-consuming and expensive to fix or change anything. Then, if—and only if—you are satisfied with the track plan, you make a start on the underlay for the track.

Various materials can be used for underlay the two most often used are sheet cork and soft foam plastic. Sheet cork is available from most automotive parts suppliers (ask for ⅛ inch gasket cork) and cork merchants and is fairly inexpensive. Foam underlay is made by various model railway manufacturers such as Peco and Tri-ang, comes in lengths of 16ft. 6in. or so, and is shaped to fit between the sleepers. Whilst it is more expensive than sheet cork, and less easily relocated after glueing, it has the advantage of being coloured and textured to represent ballast, so that there is no need to ballast your track once it is laid.

Next issue I will talk about how to lay each type of underlay, and get on to the important business of track laying.

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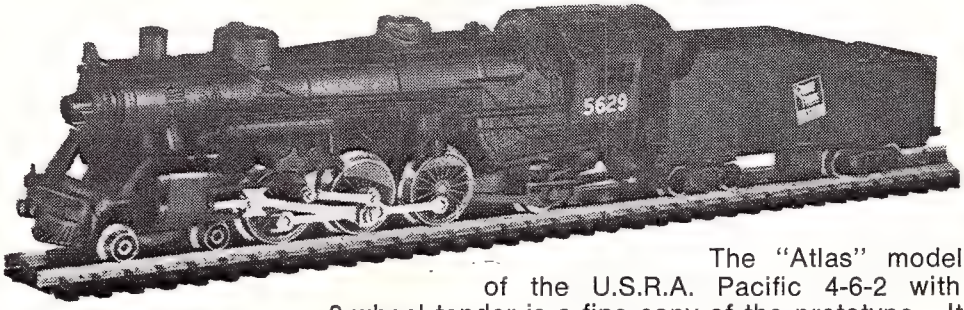

The "Atlas" model of the U.S.R.A. Pacific 4-6-2 with 8-wheel tender is a fine copy of the prototype. It features a working headlight, all axles gear driven and has plastic tyres to assist traction. It is available in GTW livery only, No. 2117, in black finish and 155mm. long **$26.95**

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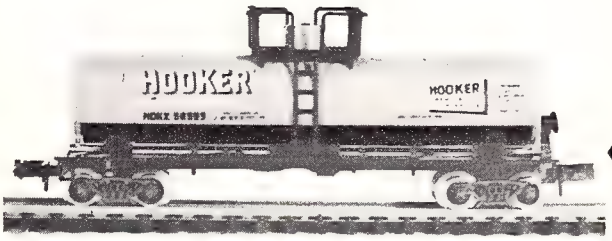

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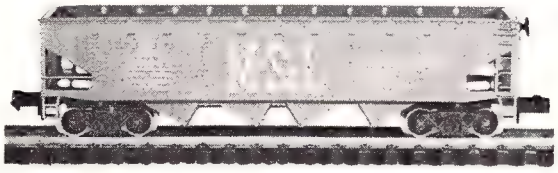

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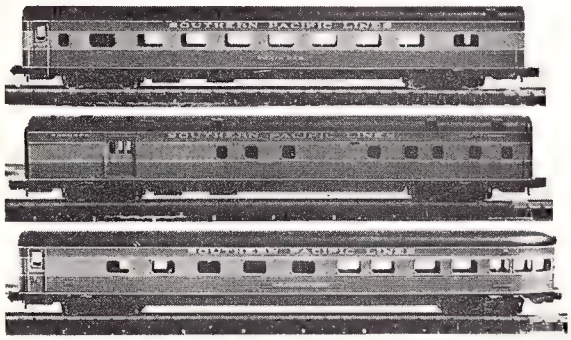

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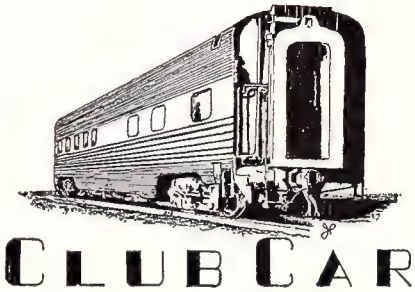

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EASTERN DIVISION

PROGRAMME FOR 1970 (subject to change)

11th July: Visit to Sydney Society of Model Engineers, Ashfield.

8th August: Annual General Meeting — Bob Kable, 16 Endeavour St., Sans Souci.

19th September: Visit to Sydney Live Steam Locomotive Society, West Ryde.

2nd-5th October: Sydney Model Railway Exhibition.

11th October: Australiana Park, Wilberforce.

14th November: David Peterson, 1 Myall Ave., Wahroonga.

12th December: Picnic outing, train trip Sydney-Wollongong, Moss Vale-Sydney.

Eastern Division held its May meeting at John Casey's home at Narrabeen. This meeting was well attended and many points of interest to members were discussed. Details of the proposed Christmas outing were announced by the Chairman, John Bevan, and members added their opinions on the scope and organisation of the trip. John Casey's layout is located under the house and has a section of track which vanishes through the wall and loops around under the house to re-enter the layout room. This section is accessible only from outside, a fact some jokers used to change locomotives on trains to the confusion of those inside. Bob Wickenden's new Flelschmann 2-10-0, which has a tender drive, had the loco and tender reversed.

THE SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION. Secretary: Bob Irvine, 50 Gardiner Ave., Warradale, S.A.

Meetings are held on the second Wednesday of each month in the Railways Institute building at the foot of the steps leading down from the Adelaide Station car park.

It's 'as you were' for the Committee this year, with all members re-elected for a further term. President is John Gordon, and Roger Wheeler will once again control the purse-strings. Highlights of the activities for the coming year will be the shift to new premises and a model railway exhibition to be held in late August. Detailed planning is underway on both projects. Membership is still increasing and interest in model railways is growing, both of which point to another successful year ahead.

The construction nights are back in full swing with the OW class wooden gondola, while the yellow pyrites wagon is the popular choice for the next project. These are sometimes used for the haulage of ballast for the Mallee lines even though they don't have bottom discharge doors. The previous model was the FC flatwagon, and several variations on the theme have been seen at the layout recently. Painted yellow, they represent flats used to haul rails.

To help offset the costs involved in rebuilding the layout, the membership fees have been raised to $4 adult and $2 for students and country members.

The demolition of the layout room to make way for the new Festival Hall is several months away, and meetings will continue to be held in the Institute. Visitors can be assured of a friendly welcome at any of our meetings.

TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD. Registered Office: 141 High Street, Prahran, Vic. 3181.

Our Tramway Exhibition held during Moomba was a great success. It resulted in several new members, a few more dollars for the kitty and a renewed interest in this rather specialised branch of the hobby. Many half-built models which had been sitting on the shelf were finally built and several people were inspired to build more vehicles. It has been decided to make the exhibition an annual event.

The half-inch to the foot group are already planning extensions to their layout for the next year's display. We hope to have other new displays for 1971—in particular, an 'O' gauge tramway to run some of the cars which had to remain in glass cases this year due to the lack of a portable layout. (Do we hear any offers to lend us a layout?)

The T.M.S.V. had a display tent at a traction engine rally held in May, and models formed the main attraction here as it would have been rather difficult to have some of the full-size equipment on show. The Society has at last acquired a site for the Victorian Tramway Museum and in a few years the public will be able to see our vehicles.

We are preparing a display of models and photos for a stand at a Model Railway Exhibition in June and have been asked by a city bank to provide an exhibition on their premises later this year. With such a busy time ahead, we are looking for new members for the Society and also would like to hear from any tram modellers in Victoria. If 1/24th scale interests you, then drop a note to: A. Howlett, 143 Bambra Road, Caulfield, Vic., and he will let you know when the next meeting will be held. Although the half-inch modellers have close links with the T.M.S.V., it is not necessary to be a Society member to join the half-inch group.

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is first of month prior to month of issue.

MODEL RAILWAYS (formerly the Stoker)

The monthly N.Z. model railway magazine that covers all prototypes and scales with a bias towards N.Z. prototypes and Sn3½ scale (3/16in. to the foot). Available in New Zealand from all hobby stores and booksellers and in Australia from some hobby stores. Also direct from the publishers on a subscription basis. Individual copies 20c (N.Z.), 30c (Aust.). Subscriptions, N.Z. £1 p.a., elsewhere £1.2.6 (N.Z.) p.a.

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ALL CURRENCIES ACCEPTED AT CURRENT RATES OF EXCHANGE

Tarping down the load

By Rod Tonkin

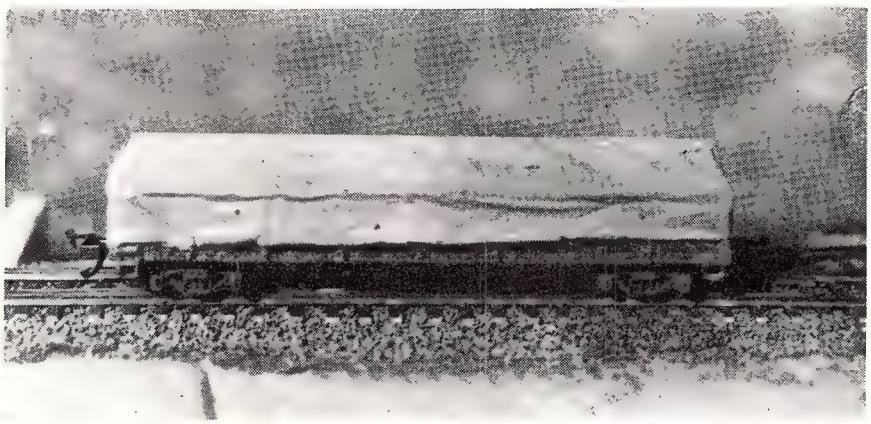
The tarpaulin is a common feature on the Australian transport scene. The open wagon with tarpaulin is our equivalent of the American box car. These pieces of equipment are rarely modelled in HO scale, probably due to lack of a suitable material. The advent of plastic wrapping sheeting such as "Glad-Wrap" has provided a suitable material.

First the vehicle to be fitted is prepared. I fitted out a GC wagon & a BCX. The BCX was a Tri-ang freight liner car with 30ft. ISO containers, in 4mm scale. So that in HO it's not too far from a BCX with two 37ft. 0in. transiflats. The GC was a Crown 40ft. gondola.

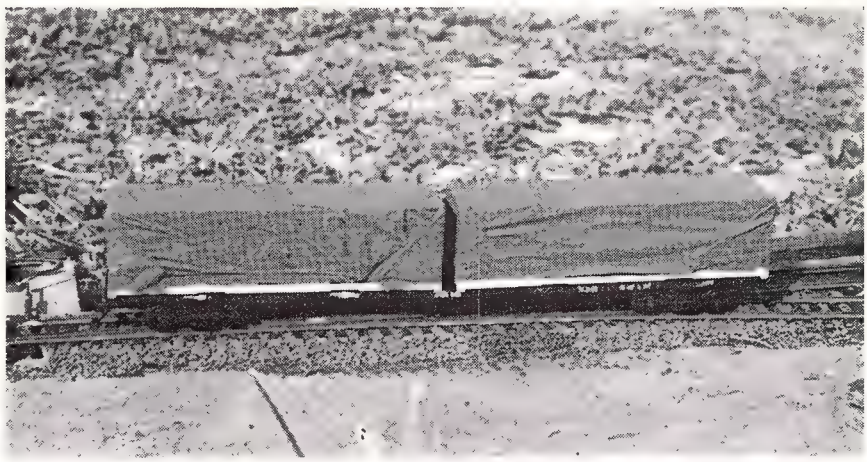
The BCX's containers had their top corner castings filed off and their lower flanges painted to suit their private owners. The tarpaulin is a rectangle of sheet plastic (X); it is laid over the container and corners then folded back along the sides and secured down at the edges by contact cement. When the glue dries the container tarp can be painted and highlighted by rectangular areas of a different colour to make patches. When dry the tarp can be lettered with Indian ink. The flat car can be a black BCX, a blue BCX or a red Victorian Railway STX The colour of the car as delivered is close to the blue required, but for black or red a repaint is required. The photo shows the dunnage tray positions on the BCX/STX. I used 1/32in. card and then painted the car. For contrast I have different coloured bogies. Due to bogie exchange black NSWR cars often get red Victorian Railways bogies and I recently saw an STX with bright yellow Western Australian Railways bogies.

The GC is a typical open top side door freight car. The tarpaulin is draped over a ridge pole and secured to the car sides. I used 1/16in. sheet obechi for the ridge pole, a rectangular sheet being required. It was contact glued to the car floor. The tarpaulin, a rectangle of Glad-Wrap was draped over the ridge pole and side coamings, and the corners folder and crossed across the ends. The whole deal then being secured by contact cement. The painting and lettering was done as before. When finished the vehicle looks quite Australian as can be seen in the photo, but requires a lot less work than the wagon without tarpaulin.

The GC type treatment is typical of all open top type vehicles, but in many cases the lading is such that the ridge pole is not used and it is simply draped over the load. This treatment livens up your layout as it relieves the mostly black look of NSWR layouts, so put tarps on and reduce customer's complaints about rain damaged gear.



A Crown gondola modified for use on W44 express concentrate train between Broken Hill and Newcastle.



A Tri-ang Liner Car modified to represent "Railtainers" as used on interstate trains.

Photos: J. J. Bevan.

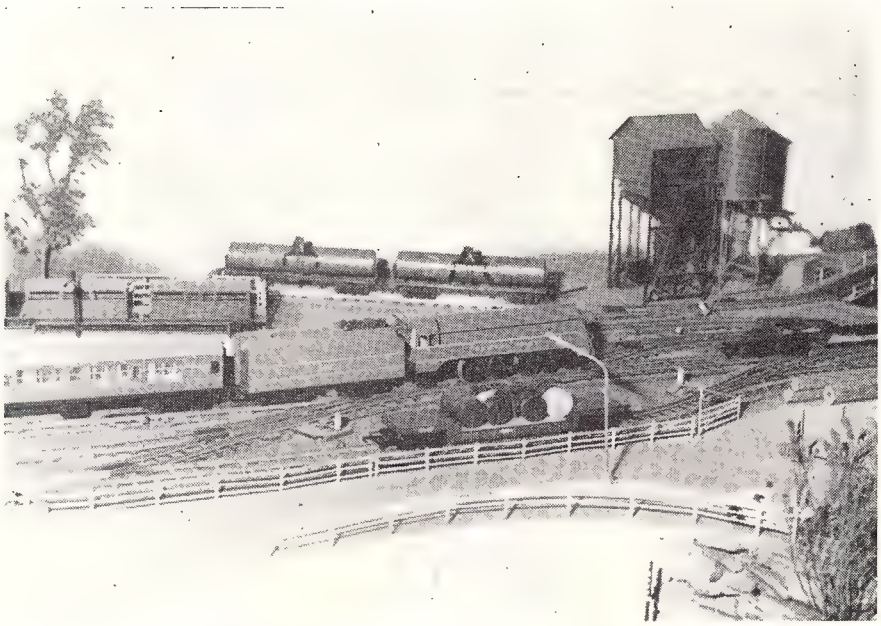
A READER WRITES . . .

This letter was received recently from one of our readers, Mr. L. C. Bergmann, and we thought that you might like to read of his layout. Mr. Bergmann included photographs and we have published two of them. Normally we would publish such a letter after suitable revision as an article but this time we publish it direct. If you think that your layout is as interesting please write to us. Layout articles are better if they are accompanied by a track diagram and photographs. If you have doubts about the requirements for photos and drawings contact our Art Director. John Bevan, and he will help you. Do not hesitate to write.

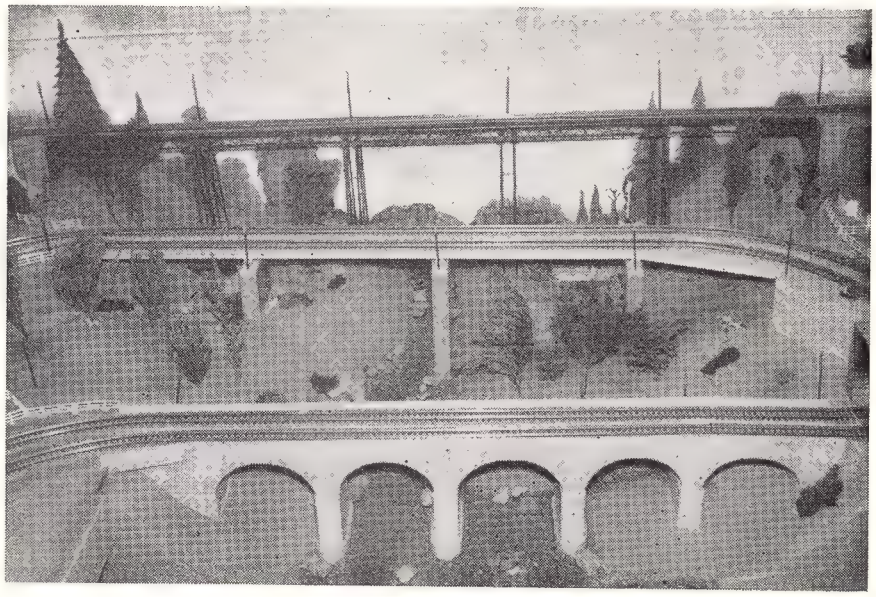
I am modelling VR as near as I can make them in HO/OO from any Tri-ang stock available in the shops. It started 10 years ago as a 4' x 8' board for my son. It grew bigger and bigger till it was 4' x 12' and there was no more room in the living room (sic) for expansion. Then my son had an operation on his knee, and there was no room for a bigger bed for him, so the railway board got the axe. The railway was in boxes for five months till a big conversion beside the garage took place. The existing woodshed 10' x 10' was extended to 10' x 20' and the model VR empire was born.

The railway runs along the wall in a long U shape and there is a passage down the middle. The three big bridges are in the middle where the line crosses from left to right. The top bridge is the Melton bridge over the Werribee River, the middle bridge is the Tarradale viaduct before the reinforcements were erected and the lower bridge is the Malmsbury bridge. There is double track of 100' inverted oval with two stations. Longer station is Woodend reduced to nine sidings, incomplete as yet; smaller station is Carlsrube, a junction from where single track is going to my rail's Bacchus Marsh station. I worked at Bacchus Marsh in 1951-52 as a signal porter and I modelled the trackworks on this period. From here the single track crosses the top bridge to Parwam, which is one station on the east side of Bacchus Marsh. Up to here it is as on the prototype, from here the single track returns to the double track at Woodend. Woodend is not actually a junction, but I had to give in here to make it easier for me to work it. The single track is 82 feet long; with sidings there is more than 460 feet of track.

The rolling stock is 77 goods, 24 passenger wagons, 7 steam locos, 5



A V.R. 'S' class locomotive (converted from a Tri-ang Princess) leaves with an express train.



Three bridges fill one end of the layout.

Photos: L. C. Bergmann.

diesels, 1 rail motor and 2 trailers. Points are hand and electric. Signals are only on one station, 2 aspect light and semaphone. The rest is only as far to completion as my next week's pay will take it! I am using a lot of Airfix kits and changing them to look as much like VR as possible. I made from the Tri-ang "Princess" loco 4-6-2 the 'Edward Henty' blue 'Spirit of Progress' loco as you can see on the picture. Out of an 0-6-0 loco I made an 0-6-2 'E' class suburban tank loco used on the VR 20-30 years ago; from an 0-6-0 tender loco an 0-6-0 'Y' class steam loco; the Tri-ang 'B' class diesel 2-axle bogies changed to 3-axle. To write everything down would take 10 pages — it is not small this railway of mine, and the years of work in it are hard to write down. I am using pine tree bark for rock, small thorn bushes for trees and so on. The creek was made, painted green and blue then small creek gravel was laid down and transparent lacquer poured on — it even looks wet.

The scale? It is my scale — some are 3.5mm, some 4 mm, some 3.7mm, but it is as good as any other railway I have seen. Anyway, you can't see the difference between 3.5 and 4mm. I would like to put some of the models in front of a ruler-happy boofin and have him tell me without rule in his hand what scale my model is.

LOUIS C. BERGMANN
Footscray West, Vic. 3012

MIXED GAUGE

by Spencer Street

A reader, Mr. G. Harris, of Launceston, Tasmania, has recently sent us some catalogues of model railway equipment. Some of the "large scale" buffs may remember some information which appeared in this column in the July/August '69 issue describing a super-super-detailed Swiss brand of "O" gauge equipment. This information was also sent in by Mr. Harris, but apparently he has been bitten by the "extra large scale" bug since.

Normally I don't plug manufacturers in this column, but because of the unusual nature of the products, I am going to make an exception this time.

WILAG (Distributors—Fulgurex S.A. Av de Rumine 33, Lausanne, Switzerland). The catalogue shows an immaculate, Gauge 1, passenger coach. I can't describe it properly here and as my German is not too hot I can't list it's features. However, a series of other rolling stock is listed all at about 350 francs, which by my calculations is about $A70.

GREENLY AND STEEL (5 Chilton Av., Teignmouth, Devon, England), offers a range of designs (in the form of sets of drawings), to enable the modeller to build model steam locos—yes, real live-steaming locos in 7¼" gauge.

One example is a set of 20 plans costing £stg6/15/0, for a live steaming model of Gresley's famous LNER loco, Flying Scotsman. The finished loco would weigh 10 cwt. Prototypes are mainly British, but American prototypes are also available. As if 7¼" gauge and locos weighing half a real ton are not enough.

SEVERN LAM LTD (Western Rd., Stratford-upon-Avon, Warwickshire, Gt. Britain), offers ready to run 10¼" gauge "live diesels" which will pull six fully laden trucks with ease, i.e., 72 passengers—12" to the foot scale passengers that is. Price — ex works £stg2,200. Trucks, as mentioned already, seating 12 children are £stg220 each. Of course, clip together track, or should I say, bolt together track is available, made from code 2,100 rail (according to my calculations) i.e., 14 lbs/yard steel rail, and uses steel sleepers. In fact the rail sections can be supplied to any radius. The manufacturer uses, as far as possible, standard motor car parts in the construction of the locos to make servicing easier. Steam locos may also be built to special order, although the manufacturer recommends diesels for easier operation. Looks as though this is one branch of the hobby which is following the prototype and going diesel.

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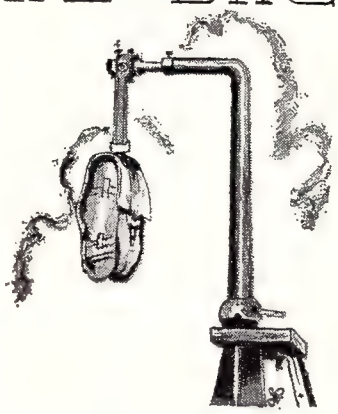

Sir,

As well as banning electric street trams from the model railway industry would Mr. Hart also ban Mainline electric railways, narrow gauge lines, light developmental lines and one commodity industrial branches? Although the 4ft.-8½in. common carrier steam or diesel reserve track railway is the most familiar type, it is by no means the only railway. There is no border between train and tram as the word tramway means "light railway". Motive power is no distinction as cable, horse, steam and electric power served, and we have examples of "full size" railways in streets and single unit electric lines in reserve.

The usefulness of trams in our present urban environment has no bearing on the subject, after all does anyone claim that because steam motive power is no longer common it should not be modelled?

I cannot pass judgment on the Sydney Exhibition as, regretfully, I have not seen it, but one twenty-forth scale trams are certainly popular when displayed in Melbourne. As for tight curves, Mr. Hart should take another look at our prototype, he will find that it is quite valid. If it is the scale he dislikes, may I point out that railways have been built to this size and larger (and have been mentioned in AMRM) and yet he has not seen fit to discredit these.

The publication of tramway articles can benefit everyone as modelling techniques, electrical control, and materials used in the hobby know no boundaries of scale, gauge or mode. Tramway modellers buy the magazine, contribute news and articles on tram and train topics and so why shouldn't they receive some benefit. It is certainly not our intention to take over the magazine as many of us model trains, trams and other types of vehicles.

G. BREYDON,
Balaclava, Vic.

Sir,

I wish to reply to P. J. Hart's letter in the March/April edition. Firstly, I would like to point out that trams and tramways are very much of Model Railway interest. In many countries, especially England, tramways are synonymous with light railways and it must be remembered that both Railways (note **Rail**-way) and tramways, as we know them today, developed from the tramway. Trams form part of the scene in many towns and cities, especially earlier in this century, as much as buses and cars do now. At this time almost every city had a street tramway of some description, very often serving the railway station.

As for trams being out of date, etc., I think that a quick survey of European cities would correct Mr. Hart's views. However, a model magazine is not the place to hold a debate on this subject. The steam locomotive is dying out, like Mr. Hart's views on trams; however, you wouldn't catch me using this as a reason not to model steam locomotives. Following through Mr. Hart's reasoning on electric traction leads me to believe that he objects strongly to the use of electric motive power on a railway.

As for the scale of trams, I personally model trams in this scale and find it ideal to obtain detail that is impossible in smaller scales. One must add that steam locos are modelled (and very impressively) in scales much larger than ½in. to the foot. But, I must add that, the scale one models in is a personal choice, whether it be trams or trains.

I could not possibly claim that tram modelling is more popular than model railroading, however, as indicated by the Tramway Exhibition last March, tram modelling is well established and consequently should receive some coverage in any national railway magazine.

Finally, if you consider the number of factors in common between tram and train modelling, e.g., track, pointwork, standards, etc., it is essential that all aspects of this hobby of ours be kept together, not only to give a balanced view, but to give a unified front of modellers. Obviously, AMRM should not be filled completely with tramway articles; however, if there are more tramway articles submitted this seems to indicate that the tramway modellers are taking a greater interest in the magazine than others.

ANDREW HOWLETT,
Caulfield, Vic.

Sir,

On reading Mr. Hart's letter in your last AMRM I was firstly left with the impression that Mr. Hart was not only anti-tram, but also completely anti-railway: models or any other shape or form. His method of argument initially gave me the impression that he has never done any railway modelling in his life. However, I think that the last paragraph gives a clue to the real purpose of the letter, for contrary to what Mr. Hart said in paragraph two, there has been very little information on trams published in AMRM. Maybe Mr. Hart is just trying to find out if there **is** anyone interested and is doing a bit of stirring to get some response—well, I'll bite.

Actually, I do not model trams (except for one moment of weakness) as, after all, one has to draw the line somewhere. However, tram modelling is only another specialised form of model railroading and along with other specialised forms like "narrow gauge" and "NSW prototype only", has its share of followers. Not everyone has to follow this, but there is one thing that surprised me and that is that there are not more people in the hobby modelling trams. Maybe it's another "Kent conspiracy" (to quote TV commercials) and those in the know are shutting up. Or maybe those that are modelling railways of other types, are reluctant to change, either through time or money.

When looking at model railroads generally, the major problems seem to concern **space, money,** and **time** available for the hobby, in that order. As the years pass, some time is usually allocated to modelling and some of your hard earned pay disappears (or rather spent) in the process. Unfortunately, it is very rarely that the problem of space is ever solved—rather that this problem becomes more acute as the layout progresses.

With this space problem in mind, have you ever tried modelling a complete and complex rail system with numerous trains, junctions and routes, and still preserve prototypical dimensions of track such as length, density, curvature and gradient? With mainline railroading, this is impossible, even with N gauge, unless you have a large space available. Branchline and narrow gauge railroading get closer to what we can model accurately, but it is only with trams that we reach the ultimate in prototypical likeness. How would you like to run a 2½in. gauge model in your own home? From Mr. Hart's comments of "too large", "too noisy" and his comments on the scenery, this does not suit him. But, I have often heard of other modellers complaining that they have chosen a scale smaller than they would have liked, soley because they cannot fit anything larger into the space available—or so they think!

I cannot associate the particular cases quoted by Mr. Hart as being at the Model Exhibition, but I do remember seeing at least one of the past exhibitions, a scenicked tram layout in 2½in. gauge which took up far less room and looking far more prototypically correct than a large "O" gauge loco-hauled layout nearby—maybe these were the ones to which Mr. Hart refers. Anyway, "those curves on the tram layout (very sharp) were more prototypically correct than the "O" gauge layout and the overhead wiring I thought was much better than the third rail underneath the steam outline locos (I wonder if Mr. Hart has live steam or diesel electric powered locos on his layout? At least with trams we can start saying things like "12 volts is approximately S scale for trams").

Another point for tram models—in foreign magazines there have been several articles by wives of model railroaders. Several of the "if you can't beat 'em, join 'em school have, in these articles, expressed a weakness for tram type layouts—maybe this might be of use for the married types among us who have not got anything going yet, due to "problems at home."

If the problem is not this, but against the continued use of single passenger vehicles and steam trams could be considered either separately or in conjunction, while still keeping to prototypical practice.

The layout of my dreams is the exact model of an actual country branch, approximately 33 miles long and with curves as sharp as 5 chains, which is about as low as they go by "standard gauge" standards. Unfortunately, even by using N scale (present minimum scale in general use) the model line 16½ chains (over 1,000 ft.) long and minimum radius would be 25in. Even if I get it to the more workable scale of 4 chains to the inch (map size) it would be 55ft. long and now the track gauge is down to 0.456 millimetres—and I haven't got a microscope! All this and just for two terminal stations, one passing loop and a few sidings in between.

The number two "ideal" layout is something else again: length of prototype =about ¼ mile (4.62 metres in HO), curves=very sharp, type of track plan=confused, although suffice to say mainly double track with five entrances/exits (with an off layout circuit between them for variety—as if there was not enough variety already), one reversing loop, several junctions and link tracks connecting the various through lines on the layout. It would be an "operators" layout, and much to busy for one person to operate by himself. Impossible to find such a situation? Well, think of Railway Square (Sydney) in a peak hour when trains were at their peak—and think of the possibilities.

As you may realise by this, I do like to read about tram layouts even though I don't model them, I would like to see, not only pantographs, but trolley poles as well, waving out of the pages of AMRM occasionally. If I had my way, I would be tempted to ban all reference to those inefficient monsters like "57's" and "Heavy Harry's". However, I trust that AMRM covers **all** aspects of Model Railroading, besides, where would the line be drawn? It would be a brave man indeed who would attempt to put down any set definition of the difference between a tramway and a railway, and in any case, a tramway **is** a **RAIL**way, so there!

ALLAN F. WATSON,
West Ryde, N.S.W.

Sir,

I have studied your article "Automatic 3-Aspect Colour Light Signals", and I think that there is something wrong.

When the right-hand pick-up wheels are all on the right-hand short rail section (Train Stop Section ?), the series relay operates and contacts 3 and 4 operate the actuating relay.

Contacts I and J, then open the circuit to the "Track Adjacent to the Train Stop Section" and the train is stopped! What happens then?

I think it might work if the "Short Rail" of the left-hand rail finished **well** before the "Short Rail" in the right hand rail starts.

Thus, when the Actuating Relay operates, the loco would be well clear of the "Stop" rail. It would have to be **well** away from the stop rail, because many locos pick-up from the right-hand side of one bogie, and the left-hand side of the other bogie, of steam may pick-up with one side of the tender.

I think it should also be pointed out that the train lengths must be less than section length. Even then, if a train stops in mid-section, its rear is unprotected unless clear of the previous "Stop" rail.

ALLAN DOWEL,
East Bentleigh, Vic.

Editor's comment:

Humblest apologies, you are actually quite right. When I built this system I did, in fact, stagger the actuating and track stop sections. To overcome the problem of no protection the system could easily be modified so as each signal clears the signal two (2) behind it.

Sir,

I am writing in response to P. J. Hart's letter concerning his criticism of trams, both in real life and in the model railroading circle. I am not a tram enthusiast. I am a point to point, HO, mixed prototype man myself but I think P. J. Hart's unjust attack upon trams was completely without any thought for the place trams hold in many people's hearts. For many they are a nostalgic memory.

Model railroading is a big field of various modelling activities rolled into one huge group. There is British, American and Australian prototypes, narrow gauge, traction and trolley, etc. One could go on for hours naming various modelling fields. But the most important thing is that they are all classified under model railroads. The Sydney exhibition was an exhibition displaying many different peoples' particular interest in model railways from which THEY derive pleasure. Other people DON'T have to like it, only people who find particular enjoyment out of it.

So Mr. P. J. Hart, there is plenty of room in our glorious hobby even for your sparkling, untidy and dangerous trams. Keep up the good work, AMRM. You're what the Australian public badly needs.

T. R. HART,
Lalor Park, NSW

P.S.: The fact that P.J. and I share the same surname must only be an ironic coincidence.

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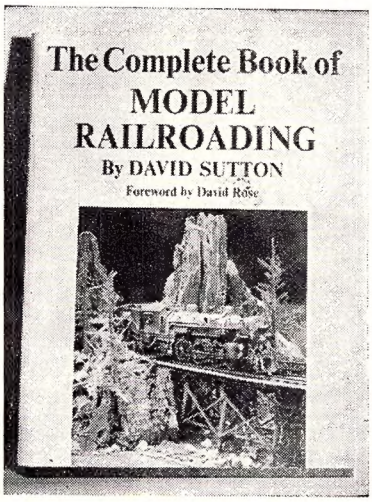

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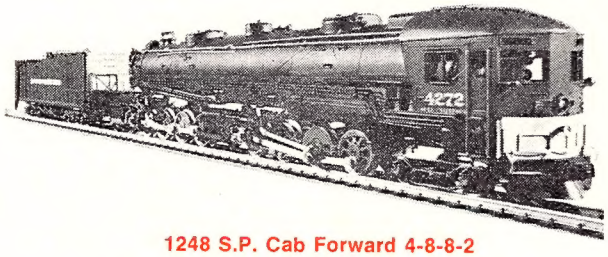

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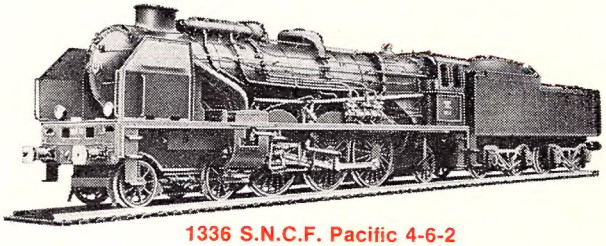

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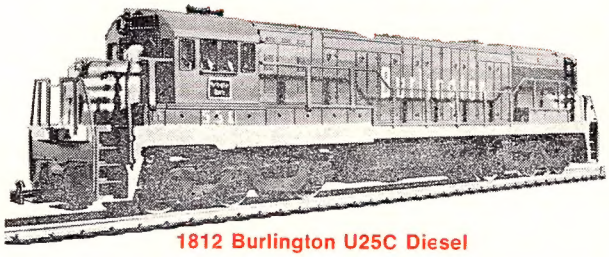

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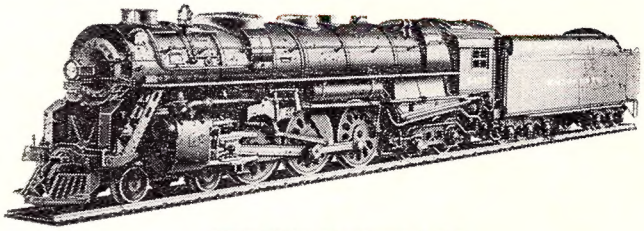

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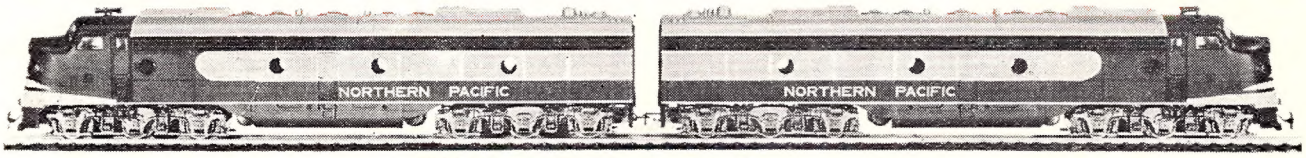

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